

Diving Safety Lines

Fall 2015 Edition

Diving Safety Lines is a semi-annual release by the Afloat Safety Directorate of the Naval Safety Center. The information contained herein is a summary of research from selected reports of diving hazards to assist you in your mishap prevention program. *Diving Safety Lines* is intended to give advance coverage of safety-related information while reducing individual reading time. This bulletin does not, in itself, constitute authority but will cite authoritative references when available. It is recommended that this bulletin be made available to all hands.

From the Diving Safety Division Head

CWO3 William “Toby” Turner

Greetings from the Diving Division here at the Naval Safety Center; I would like to say it’s been great getting out and about and seeing many of you during my travels since reporting aboard.

I would like to take this opportunity to get the word out that we are constantly looking for ways to improve our processes and checklists and always encourage feedback from the fleet, both positive and negative. If you have recommendations or complaints, please get them to us so we can both improve our processes and make this a better tool to serve the diving community as a whole.

I’d like to talk about the DJRS program very briefly; we are still fielding refinements for the current system but would like you to realize this system is scheduled to be phased out in FY-16/17 as the new Risk Management Information-Streamlined Incident Reporting System (RMI-SIR) comes on-line. So, unless it is something critical, the issue will probably not be resolved until RMI-SIR is up and running. We are working diligently with the contractors and civilians here at the Naval Safety Center to make sure that RMI-SIR will be ready and able to fill our needs well into the future (*continued on page 7*).

Diving Safety Lines

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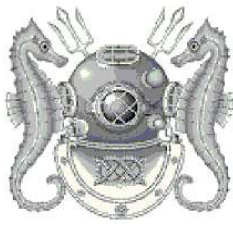
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Master Diver's Corner

NDCM (MDV/DSW/EXW/SW) David “Shep” Schoephoerster

I’m going to start with three things discussed in the last DSL. I wrote about expired meds in medical kits, training plans and Chief Taylor discussed PMS issues with documentation of R-checks and hour logs.

We are still finding the expired meds in medical kits that were just inspected and signed for prior to our arrival. Make sure everyone is getting the training and documenting it. Include the make-up training for individuals who missed it originally. When there are PMS checks that have an ‘R’ in it **and** that ‘R’ is associated with hours, you have to track the hours.

You will now be emailed a deliverables page and Naval Safety Center Safety climate questionnaire one to two weeks prior to our arrival. On the deliverables page, please have this filled out and all items ready to go prior the start of the Diving Safety Assessment (DSA). The climate questionnaire is to be completed by everyone who is part of the DSA. That means if you have a separate hazmat department, boat department or personnel that directly support the diving mission, they must complete the questionnaire. Our goal and your goal is 100% participation.

We come in for a day or two depending on the size of your command to conduct your DSA and only get a short time with you. What we don’t know is how your personnel feel about your safety culture. That is what we’re trying to assess in the climate questionnaire. Please take the time and fill out truthfully. Call one of us to the side if you feel you want to discuss with us personally. So far, the feedback has been positive. This is a great indicator of the safety culture in the diving community. We have already changed the questions in the questionnaire thanks to fleet feedback. We will continue to do so because there is always a way to improve.

We **still** want feedback from you! What can we do to make your job easier? Keep in touch with your Senior Enlisted Advisory Team (SEAT) representative and push any and all issues our way.

HOOYAH! DIVE SAFE!



Scheduling and Safety Climate Survey's

NDC (DSW/SW) Fred Taylor

Fall is upon us again and with that comes our fall issue of Diving Safety Lines (DSL) for 2015. October is also the time for establishing the fiscal year's travel budget, units due message, and updating the assessment check lists. We are also tailoring the diving safety climate questionnaire which we introduced over the summer.

The scheduling messages went out about mid-September for all the units due for an assessment. The messages were broken into three groups to simplify delivery (Navy, subs, and USMC). We field emails and phone calls daily for schedule changes and inputs. Contact our office to ensure your command gets a spot on our calendar. Several units have already made contact and have firm dates. Thanks to those who are being pro-active and already have called! We try and schedule units within a region together to get the most "bang for the buck" for our travel, but understand everyone has a mission and limited time or white space for planning our visits.

Looking back over our calendar we had a very good year and visited as many lockers as we possibly could. Assessing dive lockers and gear around the world enables us to see the how diverse each locker's footprint is and talk to the fleet about issues and concerns within the diving community. Updated check lists are posted at the Naval Safety Center's webpage. We constantly update them since references change, PMS requirements change, or the questions just become outdated. All good and fine, so if you have inputs or feedback, let us know and we can incorporate the changes so the end product is actually doing something constructive towards the assessment. All constructive inputs will be reviewed and considered. The check lists are pretty basic and often the question is asked, "What happens to all the inputs from the assessment sheets? Where do they go?" After each assessment, we enter all the completed check lists into our data base which tracks each command Diving Safety Assessment (DSA) data and history. Data can then be pooled from any variety of queries for trend analysis. In the end, how does a data snapshot correlate to a command's safety climate or culture?

This question brought about the roll out of the safety climate questionnaire over the summer. It's a new tool which has received varied feedback from those whom have used it. Results from the completed questionnaires have actually exposed safety issues within departments which were vetted up the unit's chain of command for review. Some safety issues just can't be captured through the check lists alone. The basis or

idea is best described from an article posted by the Institute for Work & Health, “Safety climate refers to workers’ shared perceptions of their firm’s approach to safety. A company’s safety climate, as determined by staff surveys, can signal to employers that they need to take action to prevent workplace injuries.” For further reading, the full article is available at (<http://www.iwh.on.ca/at-work/48/safety-climate-shows-promise>.)

Safety climate shows promise in injury prevention (Safety climate shows promise in injury prevention) (n.d.). Retrieved October 28, 2015.

At Work, Issue 48, Spring 2007: Institute for Work & Health, Toronto.





Managing your WESS Account

NDC (DSW/EXW/SW/FPJ) Joshua D. Benjamins

Last issue of Diving Safety Lines, I put out that the WESS help desk is who you call to get your WESS account reactivated, but I still received over 100 phone calls about suspended accounts. When you call, let them know your “**WESS**” account has been suspended, not your “DJRS” account. DJRS accounts do not get suspended. WESS help desk technicians are civilians who will most likely forward your issue to us if you mention DJRS suspensions and with our busy travel schedule your issue may go unresolved for some time when the help desk could have reactivated your account while you were on the phone with them. Here is their number again 757-444-3520 ext. 7048.

It is imperative that you have a WESS account to access, maintain, and utilize DJRS. Here is the link to request a WESS account: <http://www.public.navy.mil/navsafecen/Pages/wess/WESS.aspx>

You will see three columns on this page, the first one has:

[Request/Maintain Account](#) (Note: CAC card is required to access this link)

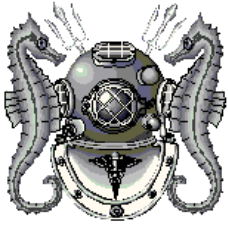
This has a dual purpose:

1. Initiate a WESS account application for the first time
2. Make changes to your WESS profile (e.g. email, contact phone #....)

With that being said, please, review your WESS profiles and verify your email and phone number are current. If you have transferred to a new command, you need to update your WESS account to include the required permissions you will need at your new assignment. This information is utilized by us to contact you or your command with any issues we would need to help you with.

If you have mishap “Data Entry” permissions it is imperative that your WESS account is updated as all mishap data entered will be related to the command you are associated with in WESS.

P.S. WESS Help Desk @ 757- 444-3520 ext. 7048



Medical Kits

HMC (DSW) Chris Precht

As Navy divers, we all understand the importance of the primary and secondary recompression chamber medical kits. As a team we have to become more vigilant at maintaining these important assets.

Inventory: The medical kits must be maintained in accordance with PMS. The inventories shall be conducted with the Maintenance Requirement Card (MRC) and not by memory. My recommendation is to place an inventory sheet in a page protector on the outside of the kits so you do not have to break the seal to verify contents and expiration dates each time you do line ups. The complete inventory of the kits can be found in the dive manual. Adjusting the inventory lists by adding a column for expiration dates will help with restocking prior to any of the equipment or medications are no longer usable.

Knowledge: Identifying where each item contained in the kits is located, and what they are used for, is paramount in the effectiveness of saving lives. When doing an inventory or training, ensure that each member understands what the medical terms mean and can identify what that piece of equipment is used for. In the event of an emergency, time is obviously a very important factor, especially in the event of a life threatening situation. This is not the time to conduct training. Every inside tender, and member of the chamber team should know the kits inside and out.

Training: If you are unsure of the contents of the kits or the uses there of, get with your MDV, DMT/IDC, and dive supervisors. It is much better to ask the questions and seek the training before an emergency situation arises than to be called on in a potentially life-threatening situation and waste valuable time because either you didn't know what equipment is being asked for or were unsure of its use.

From the Diving Division Head (cont'd)

That brings me to JASPER (<https://wess.safetycenter.navy.mil/jasperserver-pro/flow.html? flowId=homeFlow>). JASPER, for those of you who are not familiar with this program, has pre-formatted reports available for download for a variety of diving statistics that are helpful when submitting end-of-year reports, conducting dive locker training, viewing diving mishaps (restricted access) as well as downloading personal dive histories for the older folks that were around during the “pre-DJRS” days. We can build reports for specific commands/ISICs as has been done for the Naval Expeditionary Combat Command (NECC). With the help of MDV Rubow, our JASPER report manager was able to build a comprehensive report to meet the needs of the Expeditionary Community. These reports can fill a vital stopgap measure until RMI-SIR comes online.

As of the time of writing, the diving community has submitted 16 Class D mishaps and 15 hazard reports that have made it into the dive mishap database and there are probably 4-5 more that are in the chop/quality assurance chain. These mishaps and hazard reports run the gamut from hypoxia, rig flood out, electric shock, arterial gas embolism, decompression sickness, ear squeezes and the like; but they all have one thing in common. They were reported! That is an encouraging sign and a key enabling factor that will help us become a learning organization, one that continues to improve and learn from the mistakes of others. I have received quite a bit of positive feedback from the fleet on the “mishap/hazard notifications” WESS sends whenever a report is added to the database. If you are not seeing those, you need to submit your request for notifications through the shore/ground menu in WESS. Once that is done, if you are still not receiving them let me know. We may need to add your unit identification code (UIC) to the community of interest (COI) database.

We have released our scheduling messages for fiscal year 2016. With your help in getting your units scheduled, it will be an extremely busy year for us here at the Naval Safety Center. If you haven't seen the messages, the date time groups are.

FY16 DIVING SAFETY ASSESSMENTS (DSA) (141705Z SEP 2015)

FY16 SUBMARINE DIVING SAFETY ASSESSMENTS (DSA) (141708Z SEP 2015)

FY 16 USMC DIVING SAFETY ASSESSMENTS (DSA) (291715Z SEP 2015)



USCG Liaison

DVC Michael West

Hello from the U.S. Coast Guard's Naval Safety Center liaison. I reported aboard in July 2015. Previously, I was stationed at Naval Diving and Salvage Training Center where I served as the DV "A" School Chief and the Rating Knowledge Manager. I have enjoyed getting back on the road and out visiting new commands. So far, the best part of this job is seeing how varied the diving mission is across the Navy, Marine Corps, Coast Guard and Air Force. This brings me to the point I wanted to discuss in this issue of the Diving Safety Lines.

You are the ones out conducting operations, training, and performing maintenance. You are the ones fielding new gear, and recapitalizing old gear to meet the evolving challenges we face. With that, you will be the first ones to find weak spots we need to shore up and gaps we need to fill in our policies and instructions that come about through this growth. Specifically, in regards to the Diving Safety Assessments, you will be the ones to see line items on check sheets, and their references, that need to be updated and changed to meet the latest requirements. We strive to stay abreast of the changes in our community and respond accordingly, but you are the ones with the most recent, firsthand knowledge, of what's taking place at the deck plates. If you see a line item or reference that needs to be updated, or revised to meet a change, let us know. By passing that information along, you are not only helping the assessment process, but you are helping out the rest of the military diving community by sharing the knowledge.



Total Bottom Time and Dives By Command

TBT in minutes	Total Dives	UIC	Command Name
468,662	7,526	N49746	NSW BASIC TRNG COMMAND
456,480	10,052	N0610A	NAVDIVESALVTRACEN PANAMA CITY, FL
225,104	2,686	N32253	PEARL HARBOR NAVSHIPYD AND IMF
208,422	2,253	N4523A	PUGET SOUND NAVAL SHIPYARD
151,436	2,137	N55236	SOUTHWEST RMC SAN DIEGO, CA
95,625	805	N34123	TRADET 3
84,397	1,497	N39589	NSWG 1 TRAINING DET
72,228	1,117	N41150	NORFOLK NAVAL SHIPYARD AND IMF
68,049	1,751	N08973	SDV TEAM 1
67,580	1,864	N42838	MDSU 2
60,810	416	N68316	NAVSUBSUPPFAC NEW LONDON, CT
53,329	520	N39590	NSWG 2 TRAINING DET
50,270	2,326	N47898	NSW DEVELOPMENT GROUP
45,855	640	N0463A	NAVAL EXPERIMENTAL DIVING UNIT
38,712	896	N00750	NAVSUBSCHOLGROTON

Top Discrepancies

January 1st to Present

1. Does ORM manager collect lessons learned and best practices and forward to the ORM model manager for dissemination annually?
2. Has command conducted thorough risk assessment for all command operations, task and activities including new or complex evolutions, define acceptable risk and contingencies for evolutions?
3. Does command maintain a log of ORM program and evolution evaluations?
4. Is the dive locker following its training plan, and are records of attendance and critiques kept for completed training?
5. Does the command have a formal means to train / perform mission analysis, mission planning, ORM and TCRM for every dive IAW AIG 14-05 paragraph 5?
6. Are applicable PMS situational requirements being accomplished on SCUBA and are they documented on the PMS boards?
7. Is dive equipment serialized for tracking PMS accomplishment and are EGL's and/or single line items being used on PMS boards?
8. Has diver PQS been implemented from applicable sections of the military divers PQS and has it been tailored to meet the command's mission?
9. Has the command completed a diving operational readiness assessment (DORA) in the past 24 months?
10. Does the command have a command diving instruction, and is it complete and up to date?